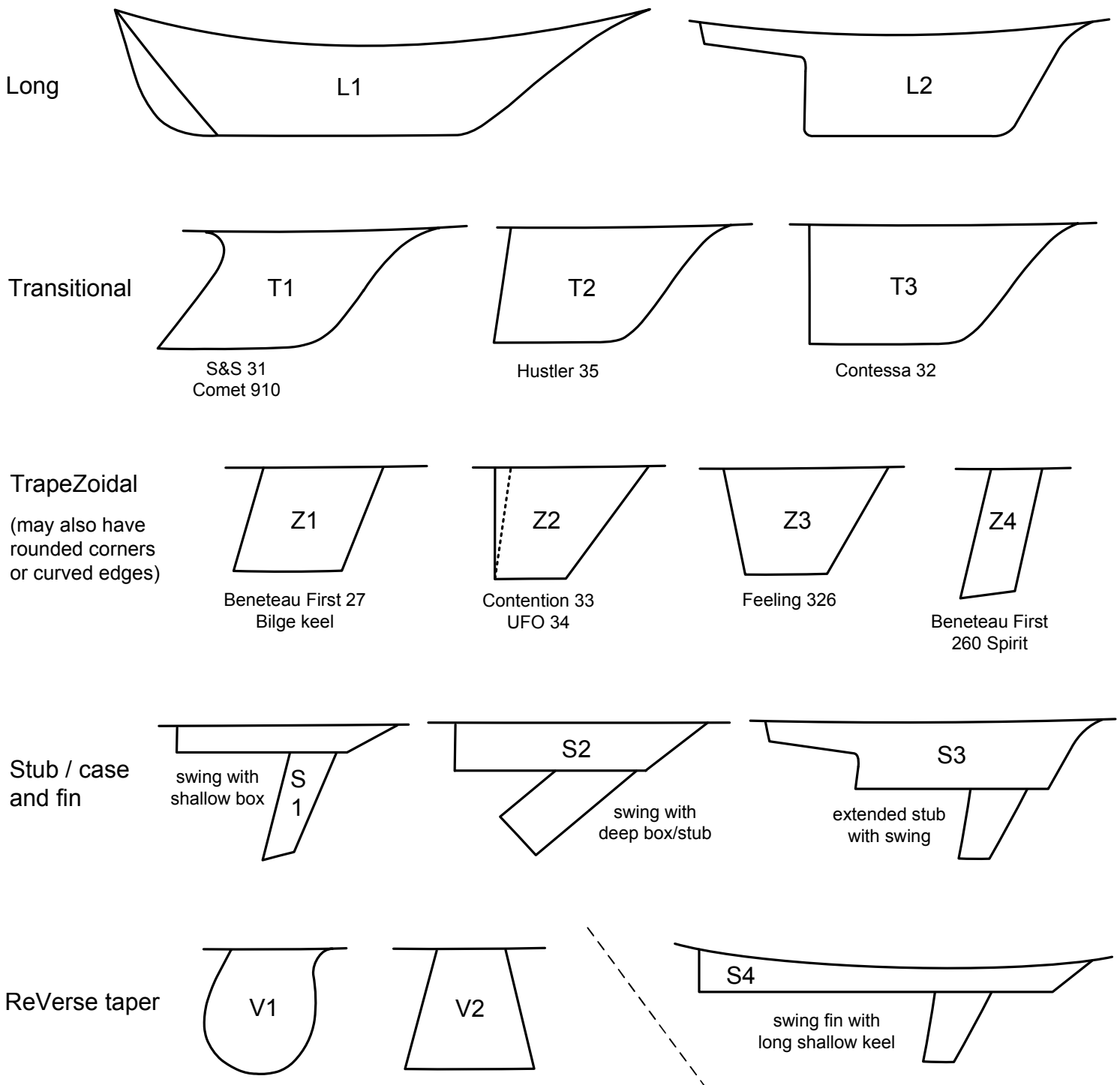


# VPRS *Keel Classification*

Keel Planforms & Sections (parts 1 & 2) combine to yield area and volume distribution, whilst Keel Materials (part 3) gives the weight distribution. Lifting keels are identified in part 4, and there is the opportunity to record additional ballast - perhaps associated with either lifting or swing keels. All codes are a letter followed by a number.

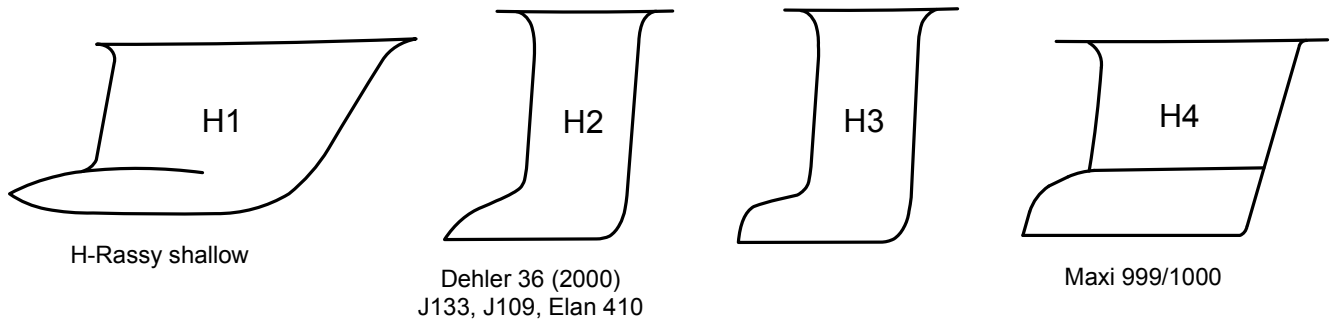
**Part 1: Keel Planforms** - choose the form which most closely resembles your keel; this will be used with the depth and chord measurements to define the shape.



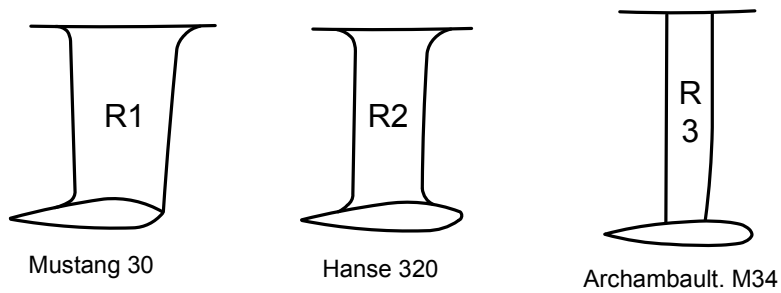
# VPRS *Keel Classification*

## Part 1: Keel Planforms (cont)

Hybrid

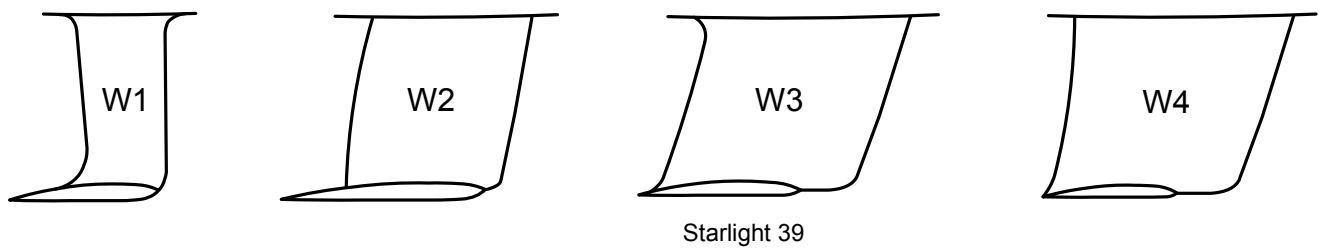


ToRpedo

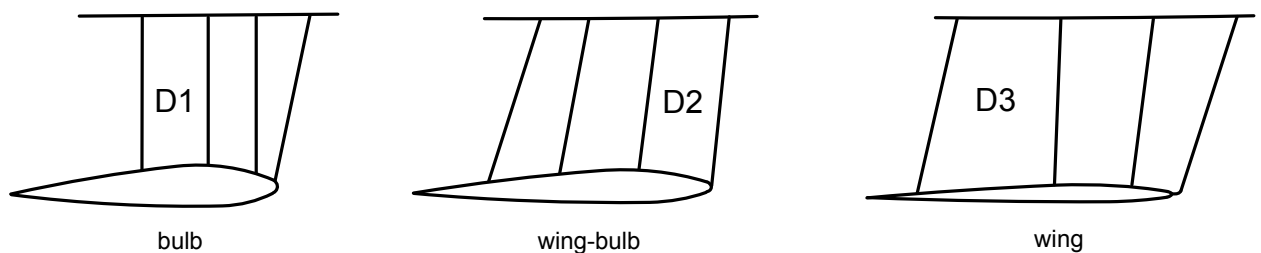


*NOTE: the boat types appearing under some drawings are examples for guidance only*

Wing



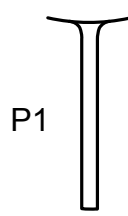
TanDem



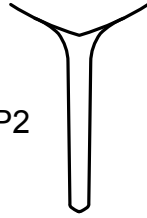
# VPRS *Keel Classification*

Part 2: Keel Sections - choose whichever most closely resembles your keel section

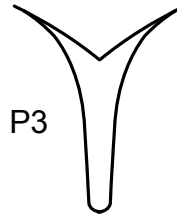
Plain



P1  
Contention 33  
Swing fin without box

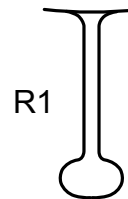


P2  
Hustler 35  
Contessa 32

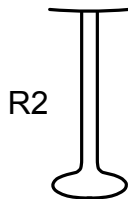


P3  
Traditional wooden keel

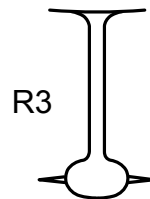
ToRpedo



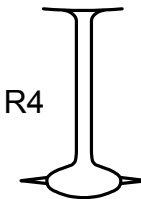
R1  
Hanse 320  
Archambault M34  
Mustang 30



R2



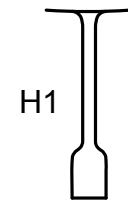
R3



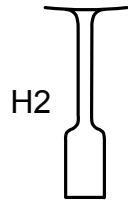
R4

Torpedoes with winglets

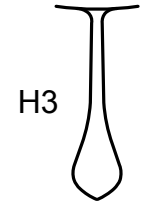
Hybrid/taper



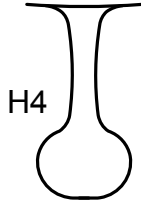
H1  
Maxi 1050



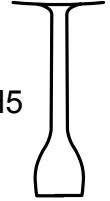
H2  
Maxi 999/1000



H3  
S&S 31

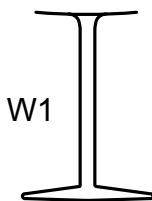


H4  
H-Rassy shallow

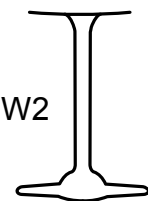


H5  
Dehler 36, J109,  
J133, Elan 410

Wing



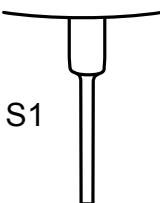
W1



W2

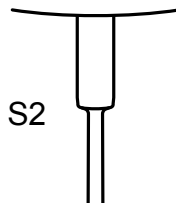
*NOTE: the boat types appearing under some drawings are examples for guidance only*

Stub / case and fin



S1

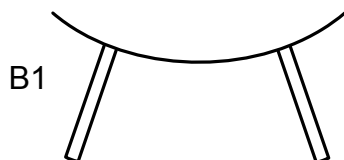
Standard case



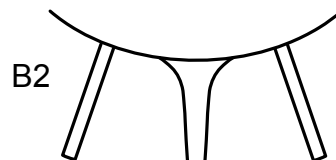
S2

Large case / stub

Bilge



B1



B2

You will need to contact us to discuss measurement

# VPRS *Keel Classification*

Keel Materials are used with the Planforms and Sections to determine the weight distribution and hence the centre of gravity.

## Part 3: Keel Materials

Note: FRP = Fibre Reinforced Plastic (usually Glass/Carbon/Kevlar + Polyester/Epoxy)

F1 - FRP

F2 - FRP with encapsulated iron

F3 - FRP with encapsulated lead

F4 - FRP with attached iron ballast

F5 - FRP with attached lead ballast

F6 - FRP stub/keel box with iron fin

F7 - FRP sheathed timber fin/keel

R1 - Iron

R2 - Iron with attached lead ballast/shoe

R3 - Iron stub/keel box with iron fin

L1 - Lead

L2 - Lead with iron shoe

C1 - Ferrocement

C2 - Ferrocement with encapsulated iron

T1 - Timber keel

T2 - Timber keel with attached iron ballast

T3 - Timber keel with attached lead ballast

## Part 4: Other discriminating features

N1 - None

G1 - Grounding plate

B1 - Additional hull ballast

L1 - Lifting fin

L2 - Lifting fin with hull ballast / grounding plate

S1 - Swing fin

S2 - Swing fin with hull ballast / grounding plate